

THE WAGNER SINGERS ARRIVE

MATERNA, WINKELMANN AND SCARIA.

ENTHUSIASTIC OVER THE COMING CONCERTS AND ANXIOUS ABOUT THEIR RECEPTION.

"How are you," was the greeting that Frau Friedrich-Materna shouted to her friends on the steamer John E. Moore when it swung alongside the Alaska at about half past 5 yesterday, at Quarantine Station. The day was a pleasant one on which to end a voyage—fair skies, a gentle breeze and a mild temperature uniting to make the sail down the bay agreeable to those on the little steamer and equally agreeable to those who were to be transferred to its deck. Besides the newspaper men who were aboard the John E. Moore, there were Charles E. Locke, the manager of the Wagner festival concerts, of which Mr. Thomas has the general charge; Mr. Mabiken, his assistant; G. F. Trebar, and C. W. Wilke, the chorister of the New-York Chorus Society. Mr. Thomas had three or four rehearsals on his hands for the day, and so was unable to meet his German singers, Frau Materna and Herrn Winkelmann and Scaria.

It seemed only a short time after the black smoke of the Alaska was seen outside the Sandy Hook Bar to her arrival at Quarantine where the reception steamer was waiting. There was a great fluttering of handkerchiefs when the Alaska slowed up to allow the Health Officer to board her, the John E. Moore straining along her starboard side. The erect, robust figure of Frau Materna was described, and this was the signal for shouts of welcome which were returned again and again. Materna was wrapped in a fur-trimmed, wine-colored plaid coat that reached to her heels, wore a broad-brimmed hat with a light-olive colored feather, and carried a bunch of violets in her gloved hand. She seemed in the best of health, and said afterward that despite a day's storm, she had proved a much better sailor than two years ago. Some of the reception party clambered aboard the Alaska and, with true continental effusion, embraced both the men and women of the sept made up of the wives and husbands of the singers and Frau Friedrich, the sister of Materna's husband. So absorbed did they become in the not-unpleasant pastime that they neglected to confront the captain of the Alaska with the permits which had been obtained for the transfer of the German visitors; and one of the officers—a man with lungs that would bring a blare to an ordinary foghorn—leaped over the side of the vessel and sternly ordered the half-mannered captain of the John E. Moore to "cast off his lines" and to "draw in his plank." This order was delivered in a voice that must have aroused from their winter's sleep some of the denizens of Cony Island. "Do you want to get this boat mad?" was the peremptory query which the leather-jacketed officer addressed to the captain of the river steamer. While all this exchange of international civilities was going on, Frau Materna was performing the astonishing feat of balancing herself on the first and second cleats of the steep gang-plank which descended to the deck of the John E. Moore. The under-singer, who, without orders, had made the way for the singers, looked, when he heard the broken voice of his master, as if he did not know what to do. Two or three strong-seamed men were holding on to Materna, and Manager McLeod was at the eastern portal of the road along the laying of the new track as rapidly as possible. A large force of workmen are employed at various points on the line insuring the old track will stand, laying new ties and ballasting. The passenger traffic is still on the increase.

COUNTRY CLUB AT PELHAM from April 28 to May 30, leaving the Hotel Brunswick at 11 a.m. and arriving at the Country Club house at 12:45 p.m. Returning, the coach will leave Pelham at 3:45 p.m. and arrive at the Hotel Brunswick at 5:30 p.m. The route will be by way of Harlem, Morrisania, Fox's Corners, Union Port, Westchester and Middletown. The fare is \$250, 50 cents extra for boat seats. Seats may be secured after April 19 at the Hotel Brunswick.

RAILROAD INTERESTS.

THE MEXICAN CENTRAL REPORT.

PROGRESS OF CONSTRUCTION—THE ROAD TO OPEN ON APRIL 10.

BOSTON, April 7.—The annual meeting of the Mexican Central Railroad Company was held here today. The report submitted by the directors shows: Gross earnings for 1883, \$3,583,414; operating expenses, \$1,888,048; net earnings, \$1,595,366. The directors say that 200 kilometers of track were constructed in the year on the Southern Division and 690 kilometers on the Chihuahua Division. The supplementary concession of April 12, 1883, provides that the entire system must be completed by April 12, 1892. No further construction is required by the contract with the National Government until April 12, 1887, except upon the Pacific line.

The following directors were elected to serve for the ensuing year with those appointed by the Mexican Government: Thomas Nickerson, William R. Draper, Charles J. Payne of Boston; Arthur Sewell, of Bath, Me.; Jacob Edwards, Albert W. Lawrie, H. P. Cheney and Isaac T. Bush, of Boston; Levi L. Lester, of Clinton, Mass.; Robert K. Nichols, of Worcester; George B. Wilbur, Levi C. Wade, Andrew B. Lawrie, H. P. Cheney and Isaac T. Bush, of Boston; John E. Moore, of New York; Daniel C. Campbell, of Chicago; and Warren Sawyer, of Worcester. The directors organized by electing the following officers: Thomas Nickerson, president; Robert K. Nichols, vice-president; S. W. Reynolds, clerk and treasurer; S. H. Goodspeed, auditor; and D. S. Robinson, general manager.

The general manager of the Mexican Central Railroad at Boston telegraphs today that the road will be opened on April 10 ready for business, and a full equipment of Pullman Palace and Buffet cars, the time of arrival being 12:45 p.m. and departure 1:45 p.m.

At 10:30 P.M. El Paso at night, arriving at the opposite terminal at about 7 o'clock on the third morning. Close connection will be made at El Paso both ways by a new train, which the Atchison, Topeka and Santa Fe Railroad will put up at once.

LET TELEGRAPH TO THE TRIBUNE.

ITHACA, April 7.—Passenger trains on the Elmira, Cortland and Northern Railroad have been running on schedule time to day. Vice-President Maxwell and Manager McLeod are at the eastern portal of the road along the laying of the new track as rapidly as possible. A large force of workmen are employed at various points on the line insuring the old track will stand, laying new ties and ballasting. The passenger traffic is still on the increase.

NEW STOCK OF A WESTERN LINE.

BOSTON, April 7.—The directors of the Chicago, Burlington and Quincy Railroad Company have voted to give the stockholders the privilege of subscribing for new stock at par, and again to subscribe for stock on April 12, 1884, at 100 per cent, and December 20, 100 per cent, to be advanced on the first payment at the rate of 2 per cent, and the stock to be advanced by and after January 1, 1885. Bonds will be paid from 5 to 25. The capital stock of the company is \$100,000,000, and the surplus \$10,000,000. The stock is in the treasury. The new stock is issued to pay for construction and equipment, and to build and add in building branches already authorized.

RECEIVED FROM THE CHICAGO TRIBUNE.

THE ELIMRA, CORTLAND AND NORTHERN.

ITHACA, April 7.—Passenger trains on the Elmira, Cortland and Northern Railroad have been running on schedule time to day. Vice-President Maxwell and Manager McLeod are at the eastern portal of the road along the laying of the new track as rapidly as possible. A large force of workmen are employed at various points on the line insuring the old track will stand, laying new ties and ballasting. The passenger traffic is still on the increase.

LET TELEGRAPH TO THE TRIBUNE.

CLEVELAND, April 7.—One year ago Cleveland went Democratic for the first time in many years and the entire city government was placed in the hands of Democrats. The weather today was unusually pleasant and the Republicans, being well organized, polled a large vote. Upwards of 30,000 votes were polled. At this hour, only twelve wards out of twenty-five have been counted. These give a Republican majority of 3,500, which indicates a handsome Republican majority in the entire city. Chairman John W. Gilmore, of the Democratic Central Committee, called for a resolution to nominate Mr. Gilmore, and wagers have been laid that Mr. Gilmore will be nominated. He will make no speech, but will be present at the nomination of the Chicago Convention. At all events his friends will work early and late to bring about such results.

THE CANVASS IN JERSEY CITY.

THE most exciting Mayoralty canvass Jersey City has had in many years will end to-day. The election of Gilbert Colles, the Citizens' and Republican candidate, is destined to become a long-drawn-out contest. The Mayor—Terry—was re-elected by a narrow majority. He can read the count on the fingers of his hands. The election will be decided by a few thousand votes.

THE REPUBLICAN VICTORY IN CLEVELAND.

THE REPUBLICAN VICTORY IN CLEVELAND